

## Message Text

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ORIGIN OES-06

INFO OCT-01 AF-08 ARA-10 EA-09 EUR-12 NEA-10 IO-13  
ISO-00 CAB-05 CIAE-00 COME-00 DODE-00 DOTE-00  
EB-08 INR-07 NSAE-00 FAA-00 FEA-01 AID-05 CEQ-01  
ERDA-07 EPA-04 L-03 NSF-02 NSC-05 PM-04 USIA-15  
SS-15 SP-02 INT-05 /158 R

DRAFTED BY OES/ENP/EN:PJGLASOE:GCW  
APPROVED BY OES/ENP/EN:DKING  
EB/AVP:JGRAVATT  
FAA:ABRODERICK  
EPA:GKITTRIDGE (SUBS)  
FAA:LFWOOD

-----250511Z 074153 /21

R 232120Z MAR 77  
FM SECSTATE WASHDC  
TO AMCONSUL MONTREAL  
INFO AMEMBASSY LONDON  
AMEMBASSY MOSCOW  
AMEMBASSY PARIS  
AMEMBASSY TOKYO

UNCLAS STATE 064592

E.O. 11652:N/A

TAGS: PORG, EAIR, ICAO

SUBJECT: UNEP OZONE MEETING

REF: MONTREAL 433, STATE 56935

1. ICAO PRESENTATION AT UNEP MEETING WAS BLAND, MERELY  
SUMMARIZING THE BRIEF ICAO PAPER WHICH, YOU WILL RECALL,  
MADE ONLY PASSING REFERENCE TO POSSIBLE IMPACT OF AIRCRAFT  
EMISSIONS. PAPER SIGNALLED ICAO'S READINESS TO "TAKE STEPS  
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TO ALLEVIATE THE PROBLEM AT THE EARLIEST POSSIBLE MOMENT"  
IF IT SHOULD EVER BE CONFIRMED THAT AIRCRAFT "MIGHT BE  
A SIGNIFICANT CONTRIBUTORY FACTOR" TO OZONE DEPLETION.  
(COPY OF FINAL ICAO PAPER, PLUS ALL OTHER DOCUMENTS FROM  
UNEP MEETING BEING POUCHED.)

2. PROPOSED "COORDINATING COMMITTEE ON THE OZONE LAYER"

IS AIMED AT REPORTING TO THE UNEP EXECUTIVE DIRECTOR CONCERNING THE IMPLEMENTATION OF THE "WORLD PLAN OF ACTION" AND MAKING RECOMMENDATIONS CONCERNING FUTURE ACTIVITIES IN THE IDENTIFIED AREAS OF HIGH PRIORITY RESEARCH AND MONITORING. COMMITTEE WOULD CONSIST OF REPRESENTATIVES OF INVOLVED INTERNATIONAL AGENCIES AS WELL AS THE LIMITED NUMBER OF COUNTRIES WHICH ARE MAJOR FACTORS IN SUCH ACTIVITIES. AT PRESENT, COMMITTEE EXISTS ONLY AS A RECOMMENDATION TO UNEP EXECUTIVE DIRECTOR. WHOLE ACTION PLAN WILL BE PRESENTED TO EXDIR AND, HOPEFULLY, DISCUSSED AND APPROVED BY MAY SESSION OF UNEP GOVERNING COUNCIL.

3. WE DO NOT ANTICIPATE ANY SIGNIFICANT IMPACT OF UNEP MEETING ON PROPOSAL FOR CREATION OF ICAO COMMITTEE ON EMISSIONS, ALTHOUGH ONE OR MORE NATIONS MIGHT REFER TO CONSENSUS AT UNEP MEETING TO EFFECT THAT PRESENTLY PLANNED FLEET OF SUPERSONIC AIRCRAFT (LESS THAN 50) HAS NO DISCERNIBLE IMPACT ON OZONE. AT SAME TIME, POSSIBLE IMPACT OF LARGER NUMBERS OF SSTs AND HIGHER FLYING SUBSONICS WAS EXPLICITLY RECOGNIZED IN MORE THAN ONE PRESENTATION. WMO'S PRESENTATION, FOR EXAMPLE, STATED THAT "A LARGE FLEET OF SSTs IS PREDICTED TO HAVE A NOTICEABLE EFFECT ON THE OZONE, AND PERMISSIBLE TOTAL EMISSION LEVELS MAY HAVE TO BE DEFINED BY INTERNATIONAL AGREEMENT."

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4. ALTHOUGH NO STRONG STATEMENT RE POSSIBLE IMPACT OF FUTURE AIRCRAFT OPERATIONS IS INCLUDED IN THE FINAL REPORT OF THE MEETING, THERE IS CLEAR RECOGNITION THAT IT IS UNCLASSIFIED

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CRITICAL TO CONTINUE TO WORRY ABOUT AND STUDY THE IMPACTS OF NITROGEN OXIDES ON OZONE, FROM WHATEVER SOURCE. ADDITIONALLY, ICAO IS IDENTIFIED AS THE AGENCY WHICH, IN RELATION TO AIRCRAFT, APPROPRIATELY SHOULD "OBTAIN MORE DETAILED DATA" RELATING TO TYPES AND QUANTITIES OF CURRENT AND FUTURE EMISSIONS.

5. OUR POSITION REMAINS THAT IT VERY IMPORTANT FOR ICAO TO PROCEED TO UPGRADE THE STUDY GROUP AND THAT ITS MANDATE MUST INCLUDE HIGH ALTITUDE POLLUTION. WE BELIEVE OTHER RESPONSIBLE MEMBERS WILL CONTINUE TO SHARE THIS VIEW SINCE THE POTENTIAL IMPACT OF LARGE NUMBERS OF HIGH FLYING AIRCRAFT IS AGREED ON INTERNATIONALLY. ANY DISAGREEMENT IS ONLY OVER HOW SERIOUS SUCH AN IMPACT MIGHT BE AND WHEN IT MIGHT BEGIN TO BE FELT. WHILE IT IS ADMITTEDLY NOT AN URGENT ISSUE, THE LEAD TIMES AND COSTS INVOLVED IN AIRCRAFT DESIGN AND PRODUCTION ARE SUCH THAT IT IS IMPERATIVE THAT THE ISSUE BE ADDRESSED IN A TIMELY FASHION AND NOT, AS ICAO WOULD

HAVE IT, ONLY WHEN IT HAS BEEN DEMONSTRATED THAT WE  
HAVE A REAL PROBLEM RIGHT IN OUR FRONT YARD AND,  
FORCED RETROFIT IS THE ONLY SOLUTION.  
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## Message Attributes

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**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
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**Type:** TE  
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**Review Markings:**  
Margaret P. Grafeld  
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